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THE HONGKONG DISPENSARY.

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BIRTHS.

On the 2nd of December, at Rockliffe, Guildford, the wife of Edward A. Innes, of a daughter.
On the 16th of December, at Shanghai, the wife of N. Krell, of a son.
On the 17th of December, at 6, Scotch Road, Shanghai, the wife of R. H. Elias, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 24th December, 1901.

The Peking correspondent of the *Times* wrote from Hankow at the beginning of November that the Yangtze Valley was at present peaceful and the country had resumed its normal condition. Appearance undoubtedly tended to show this, and it cannot be said that there have been any outward signs of disturbance since the time when Dr. Morrison wrote. Nevertheless, news now reaches us from Shanghai of the discovery of an extensive anti-dynastic conspiracy, one of whose objects was to attack the Imperial party on its way from Kaifeng to Peking. It will be remembered that on the 20th November, during the celebration of the Empress Dowager's birthday at Kaifeng, an unsuccessful attempt was made to destroy the Palace and their inmates by fire. After the failure of this attempt, some of the incendiaries (the number of captures is uncertain) were arrested by the Honan provincial officials, and torture was at once applied with a view of extorting confession. One of the conspirators, aged eighteen years only, at last broke down and amid the curses of his comrades related the plot. To this "confession" all were forced to append their signatures. According to the account received by the *North China Daily News* one part of this confession declared that a numerous body of men had been specially detailed to destroy the Cheung-Peking Railway—if all else had failed—and take up some of the rails as the Imperial train came on, whilst other bands of armed men had been ordered to fire at the Imperial train wherever chance offered on the way.

In the mean time, it appears, a search made in the house where two of the men were captured revealed a quantity of correspondence between members of the society, and also a number of detailed reports on the strength of the garrisons of almost every walled city in the Empire, their capability of resistance, the character of the men and their officers, etc. The most important "find" of the occasion, in the eyes of the mandarins, our Shanghai contemporary's information states, was some dozen and a-half volumes containing the names of members of the two secret societies concerned in the projected rebellion against the Manchu dynasty, namely the *Kelao Hui* and the *Taiho Hui*. The immediate consequences of these alleged revelations has been that Viceroy YUAN SHIKAI has taken very prompt measures to guard the railway line from Cheung to Peking with encampments of all his available troops, on both sides of the line along its whole extent, at the same time ordering mounted troops to scour the whole countryside within fifteen li on either side, scatter any party of men, exceeding two or three in number, and arrest any suspicious characters in sight at the time of the passing of the Imperial train. These preparations by YUAN SHIKAI are calculated to be fully adequate to meet any threatened danger on the journey, and meanwhile there is fortunately provided another argument for the Court to hasten to the shelter of the walls of Peking. Though it is quite possible that the magnitude of the conspiracy has been much exaggerated, no doubt seems to be entertained that the setting fire to the Palace at Kaifeng was not meant to be the only attack on the Imperial family. At first it was said that the Empress Dowager was the object of the attempt, but the Chinese authorities evidently hold it to extend to the destruction of the reigning dynasty. Previous to the reception of news of the plot the report current in Chinese official circles in Shanghai was that the Empress Dowager (and presumably the Emperor KWANG HSU with her) would make a ten day's stop at Cheung and a further halt of a fortnight at Tsingtau. It may now be hoped that this scare over the Kaifeng discoveries may lead to an abandonment of this dilatory programme and an advance of the Imperial party with all possible speed to the capital.

There will be an issue as usual of this paper to-morrow morning, Christmas Day, but none on the morning of the 26th inst.

The letter received yesterday on the subject of rate and plague cannot be inserted until the correspondent gives his name as a guarantee.

H.M.S. *Endymion* returned from Manila yesterday morning. H.M.S. *Redpole* came back from Canton, and H.M.S. *Firchard* is to follow.

Mr. G. Girault has a neat little "perpetual" almanac, combined with a pocket mirror and comb, all in celluloid and of a size to go into the pocket, samples of which he has sent to us.

The visitors to the City Hall Library and Museum last week were 336 non-Chinese and 173 Chinese to the former and 126 non-Chinese and 1,416 Chinese to the latter institution.

We have received the December number of the *Yellow Dragon*, the organ of Queen's College. It contains some remarks appropriate to the season, articles, correspondence (including a letter from Dr. Bateson Wright), cricket scores, etc.

The police report the drowning of a Chinese woman in the harbour, as the result of the capsizing of a cargo boat. The boat was upset by the wash of a passing launch. All its eight occupants were thrown into the water but seven were saved.

There will be a hockey match to-day at 4.15 p.m. between the Club and H.M.S. *Olando*. The following will represent the Hockey Club:—Forwards—Capt. Dykes, J. Hooper, A. R. Walker, G. Bodham-Thornhill, J. M. Wakefield, halves—T. Ensor, C. P. Chatter, B. E. Hanson; backs—F. H. Yeats, A. Ogilvie; goal—T. C. Gray.

At 4.15 p.m. to-day, in the Happy Valley, the Hongkong Football Club will play the Officers of the Fleet, when the following will play for the Club:—C. T. Kew, goal; W. H. Howard and W. H. Russell, backs; S. L. Jenkins, J. W. C. Bonnar, and I. V. Bennett, halves; J. D. Danby, W. W. Clarke, F. B. von der Pfordten, Capt. Tulloch, R. A., and A. R. Lowe, forwards.

We are requested by the Committee of the Catholic Union to thank all the ladies and gentlemen who so kindly assisted them, pecuniarily or otherwise, in the bazaar of toys. The gross receipts were about \$1,500. The Christmas tea and entertainment to the poor children will take place on Christmas Day at 3 p.m. in the Roman Catholic Orphanage, at which they hope to see all the friends of the institution.

The following will play for the Civilians in the cricket match against the United Services on the 25th and 26th inst.—R. Hancock, P. A. Cox, J. A. Woodgrates, A. G. Ward, A. Mackenzie, J. Hooper, J. E. Lee, W. E. Dixon, W. H. Howard, H. Arthur, and T. Seragim Smith (Capt). There will be \$30 in the Cricket Club Pavilion at 12.30 p.m. on Christmas Day, and the match will start at 1.30 p.m. and will be continued the following day at 11 a.m.

It will be noticed in our advertisement columns that on Monday the library of the late Mr. J. J. Francis, K.C., will be put up to auction by Messrs. Hughes and Houghton.

In H.B.M.S. Supreme Court at Shanghai on the 17th inst. His Honour the Chief Justice gave judgement in the case *W. Wilmer v. Chesney Duncan*. The plaintiff represented that he entered the service of the defendant about the first week in April, 1901, as business manager of the *New Press* at a salary of \$390 per month, the engagement to be terminable at one month's notice, and that there was now due to him \$750, while he claimed the further sum of \$390 in lieu of one month's notice to leave. After hearing the evidence His Lordship gave judgement for \$792 and Court costs amounting in all to \$823, the amount to be paid into Court before the 28th inst.

The *Sincere* states that a "Manchu" ex-censor, named Wen Ti, now prefect of Honanfu, has presented a memorial to the Empress Dowager strongly urging the necessity of her Majesty's selecting as many heirs to the Throne as possible. "If a few of them were to turn out as troublesome as Pa Chun, bad times would be in store for the Dowager. Wen Ti, however, continues—"The Manchu law promulgated by the first Emperor of this dynasty, Shien Chih, 1644-62, prohibits the appointment of heirs to the Throne, ordering that a successor can only be chosen on the death-bed of a sovereign, as the custom of having heirs-apparent will only create enmities, intrigues, etc." The suggestion of Wen Ti, to have not only one but a number of them, is a revolution against the family laws of the Imperial clan.

The *Chinchofu* (Shantung) correspondent of the *N. C. Daily News* says:—"The new railway is looming up. Already the survey flags are visible for a considerable distance north and east of us, and the railway begins to bulk largely in our imagination. A friend lately made the journey from Tientsin to Weishien easily in a day and a half, which formerly took three hard days to do by road. The railway is now open for traffic to Changlin, 33 miles from Weishien, and the line would soon be open to Weishien itself if bridges could be built more quickly." A Berlin telegram of the 16th inst. says—"H. M. the Emperor has expressed to the Schantung Eisenbahn-Gesellschaft (Shantung Railway Company) his congratulations on the occasion of the opening of the line from Tientsin to Changlin."

M. Drouze, Consul-General for the Netherlands, informs us that the Governor General of Netherlands-India has decreed that all ships or vessels arriving from Hongkong or having called at this port are subject in Netherlands-India to a quarantine of ten days from the date of departure from this port or since the last case of plague on board. Importation is temporarily prohibited of animal refuse, claws and hoofs; animal or human hair and bristles; hides which are untanned and which are salted or cured with arsenic; raw wool and rags; bags or sacks which have already been used, coming from Hongkong; or transhipped at this port. Also it is temporarily prohibited to import from Hongkong into Netherlands-India tapestry and used embroideries, unless they are transported as personal baggage or in consequence of change of residence.

The *N. C. Daily News* says:—"Our Wanching correspondent is well within the truth in saying that great sympathy will be felt with H.E. Chang Chih-tung in the melancholy death of his grandson, of whom he was justly proud, just as the young man was returning home. He was an extremely smart young fellow, very bright and intelligent. When he arrived at Shanghai some two years ago on his way to Japan, he was met at the wharf by the Shanghai officials, who were scandalized at his appearing in a semi-Western military uniform, instead of the regulation long silk coat, official hat, etc. He said that he meant to be a soldier, and therefore he had no use for the full dress of a Chinese official, in which it was impossible to move about. With his native intelligence, and the prestige of his birth he bade fair to be of great value to his country, and his premature death just as his education was completed is very greatly to be regretted."

Dr. Morrison writes from Hankow as follows to the *Times* concerning international enterprise in the Yangtze Valley:—"The German steamers are making an effort to compete with the existing lines. The tonnage returns, however, give an erroneous impression of German commercial activity on the Yangtze, for the old lines are overladen, while the German steamers are running at a loss and securing an insignificant share of the freight traffic. The concessions here stretch for miles along the river. The British and French are throbbing with activity; the Russian is disordered and waste; while the German, an expensive experiment, beautifully banked and levelled, contains only two warehouses, being shunned by land-renters, as is the German concession at Tientsin. The Peking-Hankow railway is progressing steadily, though the recent floods have caused much loss of property. The rails have been laid for 165 kilometres, the earth-works for 50 kilometres farther. This activity is in marked contrast to the entire absence of British railway enterprise in the Yangtze Valley, the boasted Shanghai-Nanking and other railway concessions being locked away in drawers by the British concessionaires. Work on the Hankow-Canton railway has not yet been begun. Recently Sheng Tsotai asked that categorical assurances should be given to the Chinese Government that this concession, which was granted to an American syndicate because the syndicate was American, should not become subject, as was reported from America, to Belgianians, who hold three-fifths of the original stock."

In connection with the accident which occurred in Singapore Harbour recently, when the steamer *Arcton* ran into the wharf and collided with a godown, doing considerable damage, we learn that the steamer was at the time in charge of Captain Davis, the Apoc Company's special pilot and the oldest man in his profession in Singapore. As the circumstances leading to the accident were not, however, connected with anything which transpired on the bridge, blame can hardly be attached to Captain Davis. The full facts of the case will be made known at the enquiry shortly to be held. The force of the collision may be guessed when it is stated that the steamer made a hole in the wharf forty-five feet long and sixty feet broad. The damage is roughly estimated at \$25,000.

The Italian cruiser *Mario Minghetti* passed the Canal homeward bound on the 20th inst.

The seat of civil and military government of Eastern Siberia and Northern Manchuria has been transferred from Harbin to Khabarovsk.

An Italian Consulate, says a Korean telegram, will be established at Seoul. The Italian Consul, who arrived there recently, waited upon the Korean Emperor on the 14th inst.

The Crown Prince of Siam was to visit Liverpool on the 25th ult., and, besides viewing the docks and places of interest, to attend a reception given by the Lord Mayor in his honour.

Rear Admiral Geissler, of the German Navy, has been promoted to be Vice Admiral, his appointment to be head of the German Squadron in East Asiatic waters being gazetted at the same time.

H. M. sloop *Rinaldo* and *Mutine* having completed their visits at Sheerness on the 28th and 29th ult. were to be commissioned for service on this station by Commanders Drury St. A. Wake and Claude W. M. Plenderleath respectively.

The Prince of Wales has forwarded a cheque for 25 guineas to the fund being raised by the officers and men of the Royal Marine Forces for the erection of a monument to the memory of their comrades who fell in South Africa and China.

An extraordinary general meeting of the Nagasaki Chamber of Commerce was held on the 14th inst. when the memorial submitted by the Nagasaki Industrial Union relating to the behaviour of the lower classes of Japanese towards foreigners was considered.

The new Russian t.b.d. *Forel*, Captain Seckalin, which last month arrived from Cronstadt to Kiel to complete her equipment, will steam to Vladivostok, in order to reinforce the fleet in East Asiatic waters. Two sister ships, it is said, are to follow soon.

Mr. H. P. Wilkinson, British Claims Commissioner, arrived at Shanghai on the 18th inst. from the North, where his exertions have been crowned with conspicuous success and have resulted in general satisfaction. He has now to undertake the settlement of British claims at Shanghai and the Yangtze ports.

Since the new Customs duties at Vladivostok came into operation in January last, the import trade at that port has been greatly affected, and the shipments from Japan of black tea and soy into that port have almost ceased for some time. Last year the import of these articles into Vladivostok amounted to 633,963 yen but up to the end of November last the value had receded to 444,361 yen.

It is reported from Kioochau that recently more than ten parties of four men each were sent from the German garrison force at Tientsin to that part of Shantung which lies to the north of the Yellow River, to sketch and survey the place, and that before the parties arrived at Shantung the Board of Regency at Peking wired to the local officials, announcing their coming, and ordering that they should be properly protected.

The question relating to looking of Chinese by the Japanese soldiers during the recent North China campaign, which is attracting public attention in Japan at present, will not be investigated until the return to Tokyo of Baron Kodama, the War Minister. At the Military Department it is stated that if the charge is proved severe punishment will be meted out to the officers and men who participated in the looking.

H.M.S. *Centurion* is again to be brought forward for service. She has served continuously on this station since she was completed in 1892, and is in need of an extensive overhaul. It is probable that she will also be fitted with a much better armament of secondary and small quick-firing guns. Her main armament consists of two pairs of 10-inch guns at the bow and her next largest are ten 4.7-inch guns mounted on the broadsides. These may be replaced by the latest type of 6-inch Q.F. guns; and it is also probable that her above-water torpedo-tubes will be removed.

The emigration of Japanese to Corea and China is a question which has been discussed for a long time. This subject has been at last introduced into the Japanese Diet under the amended bill of the Emigration Act. In the first article of the Act the words "foreign countries" were revised to "foreign countries except Corea and China." The reason given for this revision is that China and Corea are in close communication with Japan, and special protection was necessary, in certain circumstances, for Japanese emigrants. There are also separate regulations governing these emigrants, and it is considered that the application of the somewhat complicated emigration laws is not requisite for labourers proceeding to China or Corea.

In connection with the accident which occurred in Singapore Harbour recently, when the steamer *Arcton* ran into the wharf and collided with a godown, doing considerable damage, we learn that the steamer was at the time in charge of Captain Davis, the Apoc Company's special pilot and the oldest man in his profession in Singapore. As the circumstances leading to the accident were not, however, connected with anything which transpired on the bridge, blame can hardly be attached to Captain Davis. The full facts of the case will be made known at the enquiry shortly to be held. The force of the collision may be guessed when it is stated that the steamer made a hole in the wharf forty-five feet long and sixty feet broad. The damage is roughly estimated at \$25,000.

The French flagship *D'Estrees* arrived from Manila yesterday evening and was received with the customary salutes.

Captain-Lieutenant Count Rodon, who so gallantly defended the German Embassy at Peking during the siege of the Legations, has been named a captain and chief of a company in a naval battalion.

The *Rinaldo*, sloop, completed last month her visit at Sheerness Dockyard, and was to be commissioned on 26th November by Com. Drury St. A. Wake and a complement of 104 officers and men for service on the China Station.

The death is announced of Admiral Lord Hood of Avalon, which occurred at Wootton House, Glastonbury, on the 15th ult. In 1858 he commissioned the *Acorn* brig for China, where he took part in the action with the junks in Fatsan Creek on June 1, 1857, and served with the naval brigade at the capture of Canton in the following December. For this he received his promotion to captain, on February 28, 1858.

To an interviewer last month M. Witte said it was no light task to carry out the Siberian and Manchurian railways—which will not be thoroughly complete for two years yet. Over a hundred million sterling has had to be withdrawn from the operation of satisfying the internal requirements of the country. Hence European Russia has become, politically, the direct basis for the Far East, and its importance will, in the future, become more and more apparent. The completion of the line is of the utmost advantage to inner Russia, as it will place all the immense resources of the State Treasury at the disposal of the requirements of the interior.

If any doubt exists as to the bona fides of the Filipino, says the *L. & C. Express*, it must assuredly receive a blow when the document issued by the Comité Central Filipino at Hongkong is perused. The calm repudiation of the Biao-na-tato treaty is ample evidence. The treaty was to be only a stepping-stone to independence in two ways: by the greater control in Government affairs, and the money received from Spain to be used in procuring arms. We may not have any sympathy with the Spaniards in their mis rule of the islands, but such double-dealing is only to be placed in the same category as the intended murder of every white man in Manila, irrespective of nationality, that was projected by the Katipunians in 1896.

The *L. & C. Express* of the 12nd ult. says:—"Some comment has already been evoked by the delay in issuing a medal to the British contingent of the China Expeditionary Force, and more particularly in regard to the brigade stationed at Kowloon. It is now stated that instructions have been issued that the native units of the expeditionary force sent last year from India to China, and who were posted south of Shanghai and the line of the Yangtze, are not to receive the belts which are about to be issued. In other words, the Indian Brigade, Native General and Field Hospitals who were at Kowloon are the only units of the whole force not to receive this money allowance. We agree with a correspondent who raises the issue in a contemporary that, there does not appear to be the slightest justification for such a course, nor can we understand why any distinction should be drawn between the troops serving at Shanghai and Kowloon. The presumption now is, of course, that the medal and international decoration will be conferred on the same lines as the belts, which means that this brigade will return to India empty-handed, and with nothing to commemorate their service in China. We hope the matter will not be overlooked by the home authorities. Their presence in Kowloon was considered a necessary safeguard; they also serve who only stand and wait."

POLICE COURT.

Monday, 23rd December.

BEFORE MR. F. A. HAZLELAND (POLICE MAGISTRATE).

THEFT BY A SOLDIER.

The number of thefts by soldiers, as shown by the Police Court returns, has become painfully frequent of late. Still another case took place on Saturday evening. Gunner Forthbray, R.A., Mount Austin Barracks, went into a watchmaker's shop in Bonham Strand on pretence of wishing to purchase, and made off with a silver watch valued at \$6.50. He aggravated his offence by assaulting the police who apprehended him.

When charged at the Police Court with these offences, Forthbray pleaded guilty, and was sentenced to six weeks' hard labour on the first count and six weeks' hard labour on the second, the sentences to run concurrently.

SEAMAN ENGINEER'S ESCAPE.

Walter Hoppe, engineer on the *ss. Para Chula*, was charged in absence with disorderly conduct in Wanchai Road on Saturday and with assaulting the police in execution of their duty.

Bail of \$35, which he had deposited, was forfeited.

THEFT OF VALUABLES.

Chung Kiu, a married woman, was sentenced to four months' hard labour for having stolen a head-band, containing 82 pence, and a gold watch, the property of a comrade who lives at 59, Queen's Road Central.

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *König Albert* left Shanghai on the 21st inst. at 5 p.m., and may be expected here on or about 4th day. The G.P.B. steamer *Empress of China* arrived at Shanghai on the 22nd inst. at 8 a.m., and left again at 5 p.m. same day for Hongkong, where she is due to arrive on the 25th inst. at 9 a.m. The N.Y.K. steamer *Hiroshima Maru* (Bombay Line) left Singapore for this port on the 21st inst. at 5 p.m., and is expected to arrive here on the 27th inst. The G.P.B. steamer *Surprise* of Japan arrived at Nagasaki at 6 a.m. on the 23rd inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at midnight, to-day.

MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 17th December.

BANQUET TO THE "ENDYMION'S" OFFICERS.

When H.M.S. *Endymion* leaves Manila Bay, it is hoped for the sake of all on board that the ship will take a cruise of several days before entering another port. Ever since the anchor came to rest off the Paig breakwater there has been a continuous round of entertainment. Dinners, receptions and balls have filled one day after another. The members of the Commission, the English residents and the clubs have literally plotted out the hours, until the officers came almost to the point of establishing social instead of ship's "watch" and dividing themselves to stand duty on shore. Captain Paget is well known to many of the American Army and Navy officers, and his duty in Cuba and China has won him many friendships. Lt. Colonel Welchman, I.S.C., who came on the *Endymion* as the guest of Captain Paget, has spent most of his time on shore and has been a familiar figure at the Army and Navy Club. Colonel McKibben, commanding the Port of Manila, and Lt. Colonel Anderson of the 6th Cavalry invited him to inspect the barracks, stables and parade grounds, which courtesy he accepted, and later expressed himself as being much impressed with the high standard of the negro troops stationed in Manila.

Last Saturday the members of the Army and Navy Club tendered a banquet to Captain Paget and the officers of the *Endymion*. Covers were laid for ninety-two and every seat was filled. In fact, after the speeches began, a number of officers crowded the doorways and joined in the applause. The midshipmen turned out in force and had a high time of it. The table was arranged as an oval, thus accommodating three heads, presided over by General Chaffee, and Captain Paget, Governor Wright and Commander William Q. Boothby, and Admiral Rodgers, with Colonel Welchman. General Chaffee was toastmaster and formally opened the evening with "bottoms up" (drinking the glasses) to the President and to King Edward VII. He then introduced Captain Paget, who was constantly interrupted by prolonged applause. He struck a responsive chord and carried the whole assembly with him. Briefly he referred to his old friend Chaffee, the diplomat, who with a few simple words swept away the sophistry of Ministers. He spoke of the growing cordiality between the two branches of our race and quite took the place by storm by saying, "If some critics and writers in the American papers seek to stir up or anticipate trouble, I am sure it is due to a certain insular feeling that still exists in those far wilds" (the United States). "Columbia is the daughter of Britannia and if sometimes we are surprised at the immense good and energy of the American nation, why after all we bred her. America is coming home to England more and more every day. We have the American girl with us and I assure you she is a strong element in our recognition of the States' facility and go in, getting on top. We feel an immense warmth and hospitality wherever we see the Stars and Stripes." The genial captain may have intended to say something more, but at this point he was silenced by the wildest applause and then someone started singing, "For he's a jolly good fellow," in which everyone joined, and when the song was over the captain was in his chair and did not attempt to rise again. Then the band played a "Hot time in the old town," and all hands sang again.

Governor Wright was the next speaker with the text—"The Philippine Islands." He said that had he been asked to talk on this subject thirty days after his arrival in the islands he would have had much to say, but after a residence of eighteen months he was at a loss to answer. He felt that possibly one of the principal reasons for the Americans being in the islands is because they have English blood in their veins and hence inherit the habit of "taking over" large territories. "The Englishman has always taken over large territories—for the good of the taking over. First comes the missionary, then the merchant, the soldiers, the statesmen. Wherever Englishmen have gone they have taken with them justice, fair play and the best interests of the governed. (Applause). So that England has been able to make the governments of strange peoples wise and popular government. The younger branch (America) has undoubtedly a similar feeling of expansion. I believe Americans bring with them the same ideas which have animated Old England in annexing territory. (Applause). Captain Paget has been adopted, yet, formally adopted by Americans; he belongs to the young England type, to the large English type and not to the little English. The time for differences between England and America has passed away. Let me repeat, 'Blood is thicker than water.' We have received from England the laws and customs; and self-control that has made America of to-day; we have given back to England the evidences of thrift and enterprise and invention and A.I. girls—hence we are square." (Loud applause, with appreciative bursts from the gun room contingent).

Commander Boothby, R.N., responded to the toast, "The Royal Navy" and gave a first class speech. He was followed by Admiral Rodgers, U.S.N., and Lt. Colonel Welchman, I.S.C. The latter spoke in a most interesting manner, on his impressions of Manila and the American troops stationed in the vicinity. Colonel Arthur L. Wagner, U.S.A., spoke eloquently on the history and achievements of the American Army, and Colonel C. A. Woodruff, U.S.A., moved everyone to the wildest enthusiasm in his exceedingly clever and witty response to "Sweethearts and Wives." This fittingly closed the evening, though many of the British officers remained on shore for the night and joined a merry throng which happily passed

away the hours in the flow of soul, song, wit, and other things, until the earthquake shook them up rudely at seven the next morning. Altogether the affair was a complete success and never more cordial relations in evidence. Everyone was in the happiest frame of mind and friendliest spirits.

Aside from the officers the following civilians were present: Commissioner Ido, W. Adams Orani of the H.K.S.B. Co., T. E. Sansom of the Chartered Bank, P. G. McDowell, New York Sun correspondent, Captain E. G. Bellairs, Associated Press correspondent, Messrs. Steele and E. H. White.

HONGKONG SANITARY BOARD.

A meeting of the Hongkong Sanitary Board was held yesterday in the Board Room. Present: Dr. J. M. Atkinson, Principal Civil Medical Officer (President); Mr. A. W. Brewin, Registrar-General (Vice-President); Mr. F. J. Boleby, Acting Captain Superintendent of Police; Lieut. Col. Hughes, R.A.M.C.; Mr. E. Osborne, Mr. Fung Wa Chun, Mr. Lau Chupak, and Mr. G. A. Woodcock (Secretary).

AMENDMENT OF DRAINAGE BY-LAW.
An amendment of Drainage By-law No. 30 was the first item in the orders of the day for the consideration of the Board.

Dr. OSBORNE—I beg to move, sir, that this amendment be referred to the leading architects in the Colony for their consideration and opinions. I think it would be as well as all the alterations of the laws connected with the drainage of private premises were referred to them before being finally passed by this Board. It would save a great deal of trouble, perhaps, in the end.

Dr. CLARK seconded, and the motion was carried.

QUARTERLY INSPECTION COMMITTEE'S REPORT.
The fourth report of the Quarterly Inspection Committee was laid on the table.

A QUESTION OF CONSTRUCTION.
Correspondence relative to the height of the floors at No. 21 East Street was laid on the table at this meeting, and on the motion of the President was referred to the next meeting of members.

Mr. BREWIN repeated the remarks he then made, and said that as the floors in question were only three inches below the satisfactory height they should be allowed to remain.

In opposing the suggestion of the owner in this respect, Mr. OSBORNE said—If we grant this request we shall bring no end of trouble on ourselves in the future. The maximum, or the minimum height, rather, has been set, and everyone knows it.

Mr. BREWIN—It has been altered lately. Mr. OSBORNE—If we are prepared to grant exemption in this case simply because there is a difference of three inches only, I don't see why the same argument should not apply to four inches or five inches, or even six inches. In fact, I don't see where you are going to apply the limit, and as far as I am concerned I shall certainly vote against the request.

Mr. FONG WA CHUN—I think this is only a conditional concession. The house, as the Vice-President has informed the Board, is only to be used as a godown—not as an ordinary tenement house.

Mr. BREWIN—As a place of business. After a pause, Mr. BREWIN said—I beg to move that the motion be moved at last meeting. That the owner of this house be informed that the mezzanine floor on the top story of No. 21, East Street be reduced to one half the floor area, and that otherwise the floors be permitted to remain as they are, so long as the house is occupied as a godown and the first floor used simply as a godown.

Mr. FONG WA CHUN seconded, and the motion was carried.

Regarding the absence of a backyard to the premises, Mr. BREWIN next moved—That the house be exempted from the necessity of providing a backyard.

This motion was seconded by Mr. LAU CHUPAK and also carried.

THE DEATH RATE.

The mortality statistics showed that during the week ended 14th inst. the death rate throughout the Colony was 23.6 per 1,000 of the population per annum, as against 30.5 in the previous week and 23.2 in the corresponding week of the preceding year.

LIVELY LEAVING.

Dr. CLARK submitted the limewashing return for the fortnight ended 14th December, which bore that in the Western district there had been 2,171 houses cleaned during that period.

RAT-CATCHERS FOR KOWLOON.
The Board next considered a recommendation by Dr. CLARK that the authority of the Government should be obtained for the employment of fifteen rat-catchers for Kowloon.

On the motion of the President seconded by Mr. OSBORNE, the recommendation was adopted by the Board.

RAIS IN DWELLING-HOUSES.

Dr. CLARK further recommended that the Board obtain authority to insert advertisements in the local (English) Press, inviting house-holders whose premises are infested with rats to communicate with the Medical Officer of Health, who will send rat-catchers to the house and endeavor to rid it of them.

Mr. OSBORNE moved that the recommendation be forwarded to the Government.

The President seconded, and the motion was carried.

WORK OF THE CLEANING GANG.

During the fortnight ended 21st December, the cleaning gang have dealt with 973 houses, as compared with 891 during the previous fortnight. The number of floors fumigated was 2,007, and the number of floors cleaned 2,259. Taking the twelve working days, this represents an average of almost 27 floors per gang per day, as compared with 20 floors during the previous fortnight, and shows that, now that the work is in full swing, it can be accomplished more expeditiously.

This was all the public business.

A recent New York telegram related the tragic death of a cat. Puss climbed the trolley pole of a car on the Buffalo and Lockport Electric Railroad, and attempted to walk along the feedwire. Her tail happened to touch the parallel wire conveying the returning current to Niagara Falls, thus making a short circuit. The body of the cat, which was instantaneously cremated as the current was about 24,000 volts, fell across the wires, with the result that all the electric railways and street-lighting plants in the west of New York State were deprived of their power for several hours before the trouble could be located.

CITY HALL AND MUSEUM.

The annual meeting of shareholders in and subscribers to the City Hall was held yesterday afternoon in the Ante-room, Hon. J. J. Bellairs, Chairman of Committee, presiding.

The Hon. Secretary (Mr. F. B. L. Bowley) submitted the report, a summary of which appeared in the Daily Press of yesterday.

The CHAIRMAN said—Gentlemen, the report, which goes fully into the details of administration during the past year, I propose to consider as read. From a financial point of view the year was fairly satisfactory, although the general mourning consequent upon the lamented death of our late gracious Queen considerably interfered with the gaiety of the season.

The substantial balance carried forward for the purpose of repairing and redecorating the whole of the interior of the building, and of introducing electric light into the halls, staircases, and smaller rooms, so that the whole of the Hall Room Suite is now lit with one uniform illuminant. Electric plant for lighting the stage has been ordered and will shortly be delivered. It is expected, with great gusto to the credit of both performers and audience. At the height of the plague season in June last a case of cholera occurred in the basement of the City Hall, and the whole building was closed for several days, during which period it was thoroughly fumigated and cleaned. Since then a large portion of the basement has been converted and all living rooms lime-washed.

The increase of the population of the Colony showed itself in the crowded houses drawn by the Lilliputians, the Dumas, and the Broughs, where the accommodation of companies, when the theatre was at the utmost stretch, was a matter of great difficulty.

The Committee has submitted a great scheme, the retirement of the Hon. H. E. Pollock, K.C., who took a great interest in the Library and was the originator of the scheme for opening it in the evenings, and who donated the Free Lending Collection which is housed in the Library and also the only collection of books in Hongkong available free to every person, in a new building, a new house, and a new library.

That guarantee from the Government is shown by the fact that over 25,000 persons made use of the Library during the 12 months under review, and the current year promises a large increase on those numbers. Regular contributions of newspapers and periodicals to the Library, and gifts of standard books to the Lending Library are urgently needed and will be gratefully received by the Secretary.

Mr. Pollock contributed a donation of \$300 in aid of the Library on his departure, and I may say that similar donations will always be very welcome. The Museum suffers from lack of space and absence of scientific supervision, but the fact that it attracts over 10,000 visitors a year shows the need for such an institution.

Gifts of specimens of all sorts are solicited by the Committee. A great improvement effected by lighting of the Museum has been effected by the lighting of the doors on the South side, which were formerly of solid wood, and which, when closed, were a barrier to the public.

I desire to express our appreciation of the active interest taken in this Institution by our Secretary and Librarian, Mr. Bowley, whose exertions have contributed much to the present satisfactory position.

The Committee do not for the present aim at making a profit out of the City Hall, but the holders of which have never received a dividend, their object is to administer the trust deposited in them for the benefit of the community generally, and they hope that the report and accounts now laid before the meeting will be accepted in that spirit. (Applause.) I beg to move the adoption of the report and accounts.

Mr. B. LATON, the Hon. Treasurer, seconded, and the motion was agreed to.

This was all the public business.

PERING.

RECEPTION OF WANG WEN-SIAO.
The Grand Secretary and Cabinet Minister, Wang Wen-siao, arrived yesterday afternoon.

Lao has been absent one year and nearly four months. He is first of the High Ministers of State to return. Peking after loyal adherence to the Emperor Dowager, Mr. Prince Ching, with as much honor as was in attendance at the station. The honour was rendered to him, not so much as a Cabinet Minister as a high-ranking official.

Mr. Prince Ching, who was bestowed on him by the Emperor a short time since. He is the only official left from the old days, and Prince Kung was in power and before Prince Ching had come to the front.

Mr. Prince Ching, though regarded as less powerful than the late Marquis Li, it is remarkable that he, in his old age, and with a feeling of opposition to the war of last year, should have dared or cared to follow the Court in its hurried flight, and to associate with the reactionaries.

The new Edict on Education.
The proper graduation is recognized in the new system of schools, with a corresponding attainment of degrees, is the most hopeful sign we have had that reform is sincerely intended.

When the hope is thrown in that students of the new learning can obtain literary degrees, and be admitted to official life, the great barrier to the adoption of Western sciences at once disappears. The Imperial University in Peking and the Board of Rites are to be in charge of the highest grade of students.

The new Edict again states that the regulations of Viceroy Yuan Shih-kai are to be followed in all the provinces. This recognition places this young reformer ahead of such men as Viceroy Li K'un-yi, Chang Chih-ling, and T'ung Shih-chang.

It is striking that of all the proposals and methods of reform which have been recommended to the Emperor, the plan of Yuan Shih-kai should have the greatest favour. It indicates that, on his becoming Viceroy of the Metropolitan province, he will be looked to as the strongest guide in reform. He has had his conferences with each of the foreign Ministers, and has urged that the Provisional Government in Tientsin be brought to an end.

Each Minister expressed sympathy with his views, but when the diplomatic body as a whole will probably be found that Tientsin will remain under the Provisional Government. Still the Ministers are unanimous in their praise of the new Viceroy's abilities. If any one of the Chinese officials stands a chance of winning the case, Yuan Shih-kai is the man.

THE LATE LI HUNG-CHANG.
The memorials and decorations presented to Viceroy Liang mounting up to the tens of thousands. His own house is filled with them, and now the temple which he occupied is being utilized. By the time the funeral comes next

spring, there will be such a combination of honour and display as Peking has never seen. The almost daily burning of offerings, arranged on the great Ha-ta-men street, still continues. Vast wealth, many costumes, great glory, are transmitted to the other world for the use and comfort of the departed statesman.

IMPERIAL TEMPLE DESTROYED BY FIRE.
Last week one of the two temples devoted to the protection of the Imperial palaces—called Lung Fu Temple—was destroyed by fire. Some regard it as a sign of Heaven's displeasure.

PEKING, 7th December.
The new Viceroy Yuan Shih-kai reached Peking yesterday afternoon. General Cuijing Kuei, with all his subordinate officials and over 1,000 soldiers were at the station to meet him.

The Chinese military officials of the city were not present, as he must first call on them. He takes the alone as his authority. He takes the place of Li Hung-chang as Viceroy and Superintendent of Northern Trade, and, practically, of Yang Lu as Generalissimo. He was, however, received here not so much as Viceroy as General. The military officers and troops having served under him in Shantung did him high honour in welcoming him to his promotion. To-day he called on Prince Ching. He will call on the Foreign Ministers, and try to induce them to give up the Provisional Government in Tientsin, so that he may establish his headquarters at that place. If his persuasive powers should be unsuccessful, he will return to Peking. He intends, like Viceroy Li, in the old days, to lay special emphasis on the navy and army according to Western methods. This reform is highly acceptable to the Court. He will also undertake educational reform throughout the whole province. His advent is one of promise.

SIR ERNEST SATOW.
The English first secretary, Mr. Reginald Tower, left to-day for his new office as Minister in Siam. The legation loses a capable and agreeable man.

THE MOVEMENT OF THE COURT.
It is now taken for granted that the Court will return, as an edict is announced to that effect. The season of the year is the coldest, but careful and elaborate preparations have been made for a safe and comfortable journey.

THE MARCHING QUESTION.
Prince Ching has opened negotiations with M. Lessar, but the result is not known to outsiders. Wang Wen-siao is expected the next few days to assist Prince Ching.

NORTHERN NOTES.
The following items are from the P. & T. Times of the 7th inst.:

The amount of cargo awaiting shipment is phenomenal, and is glazing not only the Bund but the side streets leading down from it to the Victoria Road. The cleaning and pressing gear is in many shops at highest pressure, and at night and day shifts have been the order for some time.

His Excellency Sir Ernest Satow returned from the South on Monday. He landed at Ching wan-tao (Shan-hai-kwan), came down by train, and spent the night at the General's residence. He Peking by the morning train on Tuesday. He came up to the North by the H.M.S. "Talbot" and, we understand, is much the better physically for the change.

The Chinese has been eager to extend its practical sympathy to Mrs. Kirby, the widow of the late Sergeant Kirby of the Royal Welsh. This highly esteemed officer died on St. Andrew's Day, after a brief illness. He was a typical example of the British soldier, a man of well-known and high character, and a man of English characteristics. We are glad to hear that the subscription list, with a generous support.

The Governor of Peking is taking steps to institute a school on the basis of those commenced in the recent edicts, and on the model of those established in Shanghai by His Excellency the Viceroy Yuan. Mr. Wang Shih-shen, who has been summoned to Peking to give advice on the matter, Mr. Wang was for some years one of the ablest members on the staff of the Imperial Naval College in Tientsin, and had a distinguished career in the Royal Naval College at Greenwich from 1886 to 1899. A better selection could not have been made.

The Sappers and Gunners in Peking gave a delightful dance on Thursday evening in the gymnasium of the Legation. Sir Robert Hart kindly gave the services of his private band, and a programme of twelve dances was given.

At a recent meeting of the Tientsin Golf Club, Mr. James Stewart was elected Captain while Doctor Irwin was asked to act as Secretary. Messrs Mackay and Moberley were nominated to act on the Committee. By the courtesy of the officials, links have been secured on the Russian and Belgian Concessions in the vicinity of the German post office, no rent being charged. Mr. Adams has rendered valuable aid to the Committee by co-operating in marking out the links and in levelling the greens, of which there are nine. The Club at present consists of thirty members.

The Military are doing their best to relieve the traffic in Victoria Road by giving orders to the baggage-train drivers to take other routes whenever possible. Residents might co-operate by ordering their mafios to keep out of the main thoroughfares as much as they can. We have seen a good many led ponies in the Road recently, but it is possible that they were being taken back to their stables after exercise, we fear to blame the mafios. On Thursday evening one of these ponies got restive during one of the numerous blocks in the road, and lashed out with his legs, utterly smashing a fine new ricksha. Happily the lady in it escaped, but it was a very narrow margin.

The congestion at the Tongka wharves and Taku Bar far exceeds anything that has ever been known in the history of Northern Trade. The chief factor of the lamentable plight is the low water on the Bar caused by the prevalence of Nor-west winds. This state of affairs but emphasizes the fact that in addition to the River question, there is a Bar question yet to be solved. Just as the presence of a Bar for nearly a couple of centuries has retarded the improvement of the Tientsin River, so will Taku Bar largely defeat the efforts of the Government. We can only hope that when the Hai Ho is finally bettered, public opinion will be ripe for an immediate attack on Nature's greater obstacle.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.
Christmas Day—25th December.
Christmas Day—11 a.m.

Proclamation Hymn, 69; Responses, Tallis; Venite, Croft; Proper, Palestrina, Monk, Ouseley; Magnificat and Gloria; Te Deum, Ward in E flat; Benedictus, Barby in E flat; Anthem, "With All Thy Hosts," West; Hymn, 68; Kyrie, Hopkins in C; Offertory Hymn, 68.

HONGKONG JOCKEY CLUB.

1902 RACE MEETING.
The following is the programme for next year's Race Meeting:

FIRST DAY, WEDNESDAY, 19th FEBRUARY.
The WONG-NGAI-CHONG STAKES: A sweepstake of \$5 each with \$300 added; second stakes of \$100 from the stakes; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale. Half a mile.

THE VALLEY STAKES: A sweepstake of \$10 each with \$300 added; second to receive \$100; open to all Hongkong and Shanghai subscription water griffins of this season, 1901-1902; weight for inches as per scale. Half a mile.

THE "VICTORIA" STAKES: winner to receive \$750; second \$150; third \$50; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners at this meeting; 5 lbs. extra; entrance \$10. Three quarters of a mile.

THE "VICTORIA" STAKES: winners to receive \$500; second \$150; third \$50; open to all China ponies; weight for inches as per scale; bona fide griffins on 1st February, 1902, and subscription griffins of Poochow, 1901 and Amoy 1902 meetings allowed 7 lbs. extra; entrance \$10. One mile.

THE HONGKONG DEBBY: A sweepstake of \$20 each with \$1,500 added (half forfeit if declared on or before day of race); open to winners to receive 70 per cent; second 20 per cent; third 10 per cent; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale. One mile and a half; nominations close to the Clerk of the Course at the Hongkong Club house on Saturday, the 4th day of January, 1902.

THE POOCHOW CUP: a sweepstake of \$100 each with \$350 added; second to receive \$100; open to all Hongkong and Shanghai subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners at this meeting; 7 lbs. extra; Hongkong subscription water griffins of this season, 1901-1902, allowed 7 lbs. From the two mile post once round and in.

THE HONGKONG CLUB CUP: presented; second to receive fees; open to all China ponies; weight for inches as per scale; previous winners at this meeting; 5 lbs. extra; bona fide griffins on 1st February, 1902, and subscription griffins of Poochow, 1901 and Amoy 1902 meetings allowed 7 lbs. extra; entrance \$10. One mile and a half.

THE LUCANO CUP: presented by the members of the Club Lucano; second to receive the entrance fee; open to all subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners at this meeting; 7 lbs. extra for each race; entrance \$10. One mile.

THE CHINESE CLUB CUP: presented; second to receive the entrance fee; for China ponies; bona fide griffins on 1st February, 1902; weight for inches as per scale; previous winners at this meeting; 5 lbs. extra; entrance \$10. One mile and a quarter.

THE ENCOUREMENT STAKES: a sweepstake of \$5 each with \$300 added; winner to receive 70 per cent; second 20 per cent; third 10 per cent; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners at this meeting; 5 lbs. extra; entrance \$10. One mile and a quarter.

THE GABRIEL CUP: presented by the officers of the Garrison; second to receive the entrance fee; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners at this meeting; 5 lbs. extra for each race; entrance \$10. One mile.

THE GERMAN CUP: presented by the members of the German Club; second to receive 70 per cent of the entrance fees; third 30 per cent; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners at this meeting; 5 lbs. extra for each race; entrance \$10. One mile and a quarter.

THE TAI YU FONG CUP: presented; second to receive the entrance fees; third \$25; for China ponies bona fide griffins on 1st February, 1902; previous winners to carry 7 lbs. extra for each race; placed ponies allowed 5 lbs. extra; entrance \$5. One round.

THE NAVY CUP: presented by officers of His Majesty's Fleet; second to receive 70 per cent of the entrance fees; third 30 per cent; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners at this meeting; 5 lbs. extra for each race; previous non-starters to carry 12 stone or top weight 10 over; entrance \$10; from the two mile post once round and in.

THE EXCHANGE RATE: value \$500; presented by the bankers and exchange brokers of Hongkong; second to receive 70 per cent of the entrance fees; third 30 per cent; open to all China ponies; previous winners at this meeting of one race 7 lbs. of two races 10 lbs. extra; previous non-starters to carry 12 stone or top weight 10 over; entrance \$10; from the two mile post once round and in.

THE JOCKEY CUP: a sweepstake of \$5 each with \$250 added; second to receive \$100; open to all Hongkong subscription water griffins of this season, 1901-1902; winners of previous races during the meeting; barred; to be ridden by jockeys who have not had a winning mount in Hongkong or China previous to this meeting; weight for inches as per scale. One round.

THE PROFESSIONAL CUP: presented; second to receive the entrance fees; open to all Hongkong and Shanghai subscription water griffins of this season, 1901-1902; weight for inches as per scale. Half a mile.

THE GYMNASIUM STAKES: value \$300; presented by the Gymnasium Committee; second to receive sweepstakes of \$5 each; winner to receive 70 per cent; second 20 per cent; third 10 per cent; open to all Hongkong subscription

INTIMATIONS

GREAT CLEARANCE SALE BY PUBLIC AUCTION.

THE UNDERSIGNED HAVE BEEN FAVOURED WITH INSTRUCTIONS TO
SELL BY PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

SATURDAY NEXT.

THE 28th DECEMBER INSTANT, AT 11 A.M.,
THE REMAINING PORTION OF THE CONSIGNMENT OF

LADIES' AND GENTLEMEN'S JEWELLRY.

Part of which was sold by Auction, on Saturday, the 14th instant.

A FEW LOTS WILL HAVE AN UPSET PRICE MARKED AT A VERY LOW FIGURE WHICH WILL BE STATED AT THE SALE; WITH THIS EXCEPTION THE WHOLE WILL BE SOLD ABSOLUTELY WITHOUT RESERVE.

THE LOTS COMPRISE—

DIAMOND, OPAL, AND CORAL NECKLACES, WATCHES, LADIES' LONG CHAINS, PENDANTS, BROOCHES, EAR RINGS, SLEEVE LINKS, RINGS SET WITH PRECIOUS STONES, SCARF PINS, &c. &c. Setting of English and Chinese Workmanship (the English settings being of Solid Gold, Hall marked 12 and 18 Carats).

ALSO
A Large and Choice Selection of UNSET DIAMONDS of Perfect Cut, RUBIES, OPALS and other PRECIOUS STONES ranging from 3 to 49 Carats each, which will be sold by the Carat.

This Collection is not Locally Owned, but consists exclusively of Jewellery, &c., selected at home from the Philippine market, but owing to the excessive import duties recently imposed in Manila, the consignee has decided to stop the consignment and realise by Public Auction here, which will enable the Hongkong Community to obtain high-class selections at much under retail prices.

On View from Friday, the 27th instant.

TERMS—As usual.

HUGHES & HOUGH,
AUCTIONEERS.

[3282]

Hongkong, 23rd December, 1901.

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HECTOR W. SAMPSON,
HONGKONG HOTEL.

[3210]

Hongkong, 17th December, 1901.

water griffins of this season, 1901-1902, measuring under 14 hands 1 inch in height as per registered measurement; weight for inches as per scale; runners previously unplaced 5 lbs; previous winners barred. One mile.

THIRD DAY, FRIDAY, 21st FEBRUARY, 1902.
THE GRAND STAND STAKES: value \$400; second to receive \$100; third \$50; for China ponies bona fide griffins on 1st February, 1902; weight for inches as per scale; previous winners of one race 5 lbs. of two races 7 lbs. of three races 10 lbs. extra; previous non-starters at this meeting barred; entrance \$10. One mile a quarter.

THE WALKER HANDICAP: winner to receive \$1,000; second \$250; third \$100; open to all Hongkong and Shanghai subscription water griffins of this season, 1901-1902; weight for inches as per scale; entrance \$10. One mile and a half.

THE CHALLENGE CUP: presented by the Hon. J. J. Bellairs; for China ponies; to be won two years consecutively by a pony owned by the bona fide property of the same owner; winner to receive 70 per cent; second 20 per cent; third 10 per cent of the entrance fees; weight for inches as per scale; entrance (forced) \$5. One mile and three quarters.

THE LADIES' PURSE: presented; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners to carry 7 lbs. extra for each race; previous non-starters allowed 7 lbs. extra; entrance \$10. One mile and a quarter.

THE "BLAKE" CHALLENGE CUP: presented by His Excellency Sir Henry A. Blake, G.C.M.G. For subscription water griffins of this season, 1901-1902; to be won twice by subscription griffins the bona fide property of the same owner or owners; winner to receive 70 per cent of the entrance fees; second 20 per cent; third 10 per cent; weight for inches as per scale. Winner of the Maidens, Derby and/or German Cup 8 lbs. extra for each race; winners of any other races 5 lbs. extra for each race; winners that have not been previously placed allowed 5 lbs; previous non-starters barred; entrance fee \$10. One mile.

THE PARSON CUP: presented; second to receive \$100. Third \$50. China ponies; weight for inches as per scale; winners of one race 5 lbs. extra; placed ponies allowed 5 lbs.; unplaced ponies allowed 5 lbs. bona fide griffins on 1st February, 1902, and subscription griffins of Poochow 1901 and Amoy 1902 meetings allowed 7 lbs.; previous non-starters at this meeting barred; entrance \$10. One round.

THE PHAETON STAKES: a sweepstake of \$5 each with \$250 added; second to receive \$100; open to all Hongkong subscription water griffins of this season, 1901-1902; measuring under 14 hands 1 inch in height as per registered measurement; previous winners and non-starters barred; runners that have been previously placed to carry 5 lbs. extra. Three quarters of a mile.

THE WALKER CHAMPION STAKES: with \$750 added; open to Hongkong subscription water griffins of this season, 1901-1902; winners only; a forced entry; entrance \$20; winners of two races \$30; of three or more races \$50; weight for inches as per scale. One mile.

THE CHAMPION STAKES: with \$750 added; for China ponies, winners at this meeting only; a forced entry; entrance \$20

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L. [3062]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 4, nearest Hongkong 3, and those vessels berthed at the Kowloon Wharf 2, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	GLAUCUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
LONDON	JAVA	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 28th inst., at Noon.
LONDON VIA SUEZ CANAL	GLENFARG	Brit. str.	2 m.	Donaldson, R.N.R.	McGREGOR BROS. & CO.	On 2nd Jan., at Noon.
LONDON, &c., VIA PORTS OF CALL	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On 4th Jan., at Noon.
LONDON	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th January.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st January.
LONDON	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th February.
LONDON	LODOMEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th February.
LONDON	AJAX	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th March.
LIVERPOOL DIRECT	PATROCLES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th January.
LIVERPOOL DIRECT	TARTARUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 27th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	WAKASA MARU	Jap. str.	2 m.	J. B. Macmillan	MESSAGERIES MARITIMES	On 30th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	YARBA	Fre. str.	2 m.	Negre	MELCHERS & CO.	To-morrow, at 4 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	KONIG ALBERT	Ger. str.	2 m.	C. Polack	HAMBURG-AMERIKA LINIE	On 4th January.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SERBIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 13th January.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	NUERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 28th January.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 12th February.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 26th February.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	AMBRIA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 15th January, 1 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	C. FEED LAISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 28th Feb., 1902
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	MARIA VALERIS	Aus. str.	2 m.	Bellon	SANDER, WIELE & CO.	On 31st inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	ORONSAY	Brit. str.	2 m.		DODWELL & CO. LIMITED	On 31st inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	ASAMA	Brit. str.	1 m.		SHEWAN, TOMES & CO.	On 15th January, at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 29th January.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	TARTAN	Brit. str.	2 m.	E. Beetham	CANADIAN PACIFIC R. CO.	On 27th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	VICTORIA	Brit. str.	2 m.	P. Pantou	DODWELL & CO. LIMITED	On 27th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	LYO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 28th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	INDRAVELLI	Brit. str.	2 m.	W. E. Craven, R.N.R.	PORTLAND & ASIATIC S.S. CO.	On 28th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	THIRIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	CHIROFT	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th January.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 30th Jan., at 4 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	AKIRIE	Brit. str.	2 m.	St. John George	GIBB, LIVINGSTON & CO.	On 31st January, at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SILEZIA	Ger. str.	2 m.	Baile	HAMBURG-AMERIKA LINIE	To-day, at 3 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SHANGHAI	Brit. str.	2 m.	E. Spicer, R.N.R.	P. & O. S. N. Co.	On or about 30th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	HIROSHIMA MARU	Jap. str.	2 m.	T. Mura	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	DAPHNE	Ger. str.	2 m.	Schipper	JENSEN & CO.	To-day, at 5 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	COROMANDEL	Brit. str.	2 m.	F. W. Vibert	P. & O. S. N. Co.	On or about 4th Jan.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	ANTUNG MARU	Jap. str.	2 m.	K. Suzuki	MIYOSHI BUSAN KAISHA	On 1st January.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	MAIDU MARU	Jap. str.	2 m.	T. Sado	MIYOSHI BUSAN KAISHA	To-morrow.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	HAICHING	Jap. str.	2 m.	T. Kitano	DOUGLAS LARSEN & CO.	On 28th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	ROSETTA MARU	Jap. str.	2 m.	Tat	MIYOSHI BUSAN KAISHA	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	DIAMANTE	Brit. str.	2 m.	J. Rattenbury	SHEWAN, TOMES & CO.	To-day, at 4 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	ESMERALDA	Brit. str.	2 m.	R. Rodger	SHEWAN, TOMES & CO.	On 28th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	YUENANG	Brit. str.	2 m.	Rolle	JARDINE, MATHESON & CO.	On 27th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	CHINGTO	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th January.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SUNGKIAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	ARRATON APCAR	Brit. str.	2 m.	E. Fey	DAVID SASSOON, SONS & CO.	To-day, at 3 p.m.

SHIPPING.

ARRIVALS.
Dec. 23, APEBADE, German str., 611, Lorenzen, Haiphong 20th Dec., Rice.—JENSEN & CO.

Dec. 23, D'ENTRECAUX, French flag, ship, 8,000, D. du Four, Japan.
Dec. 23, LUNARTE, British steamer, 1,254, J. Katenberg, Manila 18th Dec. and Amoy 22nd.—SHEWAN, TOMES & CO.

Dec. 23, ENDYMION, British cruiser, 7,500, Paget, Manila 20th Dec.
Dec. 23, HAILAN, French str., 377, Andersen, Pakhoi and Hoihow 21st Dec., General.—A. R. MARTY.

Dec. 23, HANYANG, British str., 1,600, Jamieson, Canton 23rd Dec., General.—BUTTERFIELD & SWIRE.
Dec. 23, KROGWA, German str., 1,115, A. von Biegen, Ang Hin 15th Dec., General.—MELCHERS & CO.

Dec. 23, KAWACHI MARU, Japanese str., 6,097, J. S. Thompson, Singapore 17th Dec., General.—NIPPON YUSEN KAISHA.
Dec. 23, QUANTA, German str., 1,146, Johannsen, Canton 23rd Dec., General.—SILMSEN & CO.

Dec. 23, REDFOLE, British str., 1,335, Quail, Java 15th Dec., Sugar.—BUTTERFIELD & SWIRE.
Dec. 23, TUBUGSAN MARU, Japanese str., 4,125, I. Narasaki, Kuchino 17th Dec., Coal.—M. B. KAISHA.

CLEARANCES.

At the Harbour Master's Office.
23rd December.
Chiyen, American str., for Canton.
Clara, German str., for Haiphong.

Dr. H. J. Kier, Norwegian str., for Haiphong.
Dunway, British str., for Yokohama.
Germans, German str., for Shanghai.

George T. Hay, British ship, for New York.
Hanyang, British str., for Shanghai.
Hingau, British str., for Amoy.

Jacob Diederichsen, German str., for Haiphong.
Lemua, British str., for Singapore.
Loongyung, British str., for Manila.

Michael Jensen, German str., for Hoihow.
Quanta, German str., for Haiphong.
Savia, German str., for Manila.

Thales, British str., for Pakhoi.
Whampoa, British str., for Shanghai.

DEPARTURES.

23rd December.
ATHENS, German str., for New York.
CHYUEN, American str., for Canton.

CLARA, German str., for Haiphong.
FAUSANG, British str., for Yokohama.
HANYANG, British str., for Shanghai.

HINSANG, British str., for Singapore.
LOONGYUNG, British str., for Manila.
MICHAEL JENSEN, German str., for Hoihow.

QUANTA, German str., for Haiphong.
Savia, German str., for Manila.

VESSELS IN DOCK.

23rd December.
ABERDEEN DOCKS.—Emma Layton.
ABERDEEN DOCKS.—Canton River, H. J. Albrecht, U.S.S. Princeton, Saturn, S.M.S. Italia, S.M.S. Tiger, Fort, H.M.S. Blenheim, Fushun, Maikawa Maru.

COSMOPOLITAN DOCK.—Taitong, Yucatan, Heinrich Menzel.

SHIPPING REPORTS.

The Japanese steamer *Tsurugawa Maru*, from Kuchino 17th inst., had northerly strong monsoon and high sea throughout the voyage.

The British steamer *Diamond*, from Manila 18th inst., and Amoy 22nd, had strong squally winds and high sea to Amoy. From Amoy to Breaker Point fresh N.E. breeze and rough sea; thence moderate variable wind and sea to port.

VESSELS PASSED ANKER.

Dec. 8, Dutch str., *Prince Ananias*, Klein, from Amsterdam for Batavia.
Dec. 3, Norw. bark, *Susanne*, Berulsen, Aug. 16, from Cardiff for Bangkok.

Dec. 4, Dutch str., *Orizgaru*, Patis, Dec. 4, from Batavia for Rotterdam.
Dec. 5, British str., *Duke of Devonshire*, Malacca, from London for Batavia.

Dec. 5, British str., *Albatros*, Millan, from the East.
Dec. 5, German str., *Offenbach*, Schmidt, from Indramajoes for Amsterdam.

Dec. 6, Norw. brig, *Heroen*, Nielsen, from Bangkok.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAICHING"
Captain Davis, will be despatched for the above ports TO-DAY, the 24th inst., at 9 a.m.
For Freight or Passage, apply to
DOUGLAS LARSEN & CO.,
General Managers.
Hongkong, 20th December, 1901. [3259]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"ARRATON APCAR,"
Captain E. Fey, will be despatched for the above ports TO-DAY, the 24th inst., at 3 p.m.
For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 18th December, 1901. [3219]

FOR YOKOHAMA AND KOBE.
THE Steamship
"SILEZIA,"
Captain Baile, will be despatched for the above ports TO-DAY, the 24th inst., at 3 p.m.
The Steamer has superior accommodation for First Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 23rd December, 1901. [3276]

FOR NAGASAKI AND VLADIVOSTOCK.
THE Steamship
"DAPHNE,"
Captain Schipper, will be despatched for the above ports TO-DAY, the 24th inst., at 5 p.m.
This Steamer has superior accommodation for First Class Passengers.
For Freight or Passage, apply to
SILMSEN & CO.,
Agents.
Hongkong, 21st December, 1901. [3267]

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS-POSTES FRANCAIS
NOTICE
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMB, ROMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN,
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
Also
PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 30th December, 1901,
at 1 p.m., the Company's Steamship
"YARBA," Captain Negre, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 29th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
F. DE CHAMPORIN,
Acting Agent.
Hongkong, 19th December, 1901. [3]

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR OREGON, INLAND.

CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP
"INDRAVELLI" 4,899 W. E. Craven, R.N.R. December 23, 1901
"INDRAPURA" 4,899 A. E. Hollingsworth January 14, 1902
"KNIGHT COMPANION" 4,111 C. E. Froggatt, R.N.R. February 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 11th December, 1901. [3150]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTH SEA ISLANDS PASSENGERS AND LUGGAGE N.B. CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
STEAMERS. SAILING DATES.
KONIG ALBERT WEDNESDAY 25th December.
PRINCESS IRENE WEDNESDAY 8th Jan., 1902.
+ PRINZ HEINRICH WEDNESDAY 22nd Jan., 1902.
+ PREUSSEN WEDNESDAY 5th Feb., 1902.
+ HAMBURG WEDNESDAY 19th Feb., 1902.
+ SACHSEN WEDNESDAY 3rd Mar., 1902.
+ KLAUSCHOU WEDNESDAY 19th Mar., 1902.
+ BAUTEN WEDNESDAY 2nd Apr., 1902.
+ STUTTGART WEDNESDAY 16th Apr., 1902.
KONIG ALBERT WEDNESDAY 30th Apr., 1902.
PRINCESS IRENE WEDNESDAY 14th May, 1902.
PRINZ HEINRICH WEDNESDAY 28th May, 1902.
PREUSSEN WEDNESDAY 11th June, 1902.
+ HAMBURG WEDNESDAY 25th June, 1902.

* Steamers of the Hamburg-Amerika Linie. + Calling at Amsterdam.

ON WEDNESDAY, the 25th day of December, 1901, at 4 p.m., the Steamship "KONIG ALBERT" of the NORDDEUTSCHER LLOYD, Capt. C. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port for ANTWERP, NAPLES, GENOA and GREECE. Shipping Orders will be granted till NOON on MONDAY, the 23rd December, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 24th December, and Parcel will be received at the Agency's Office until NOON on TUESDAY, the 24th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD.
MELOHRS & CO., AGENTS.
Hongkong, 20th December, 1901. [9]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FAHRDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TEIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION
STEAMERS. DESTINATIONS. SAILING DATES.
SERBIA HAVRE & HAMBURG On 24th Dec. Freight
(Calling at Singapore and Colombo)
NUERNBERG HAVRE, BREMEN, ROTTERDAM On 4th Jan., 1902. Freight
& HAMBURG.
(Calling at Singapore and Penang)
STRASSBURG HAVRE, ROTTERDAM and HAMBURG On 13th Jan., 1902. Freight
(Calling at Singapore and Colombo)
SAMBIA HAVRE, BREMEN & HAMBURG On 28th Jan., 1902. Freight
(Calling at Singapore and Penang)
AMBRIA HAVRE & HAMBURG On 12th Feb., 1902. Freight
(Calling at Singapore and Colombo)
C. FEED LAISZ HAVRE & HAMBURG On 28th Feb., 1902. Freight
(Calling at Singapore and Penang)
* For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE.
QUEEN'S BUILDINGS, No. 1.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
LONDON JAVA Noon, 28th December. Freight or Passage.
YOKOHAMA VIA SHANGHAI G. W. Gordon, R.N.R. December. Freight or Passage.
MOJI and KOBE SHANGHAI About 30th December. Freight or Passage.
(Passing through the Inland Sea).
LONDON, &c. VALETTA Noon, 4th January. See Special Advertisement.
A. G. Cubitt, R.N.R. January. Freight or Passage.
SHANGHAI COROMANDEL About 4th January. Freight or Passage.
F. W. Vibert, R.N.R. January.

PASSENGER SEASON 1902.
For MARSEILLES, PLYMOUTH, LONDON DIRECT 5,234 Tons. 29th March.
Without Transshipment MALTA 6,064 Tons. 12th April.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 11th November, 1901.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
WAKASA MARU MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 27th December, at Daylight.
J. B. Macmillan
Ito Maru VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA MONDAY, 30th December, at 4 p.m.
S. J. G. Parsons
HIROSHIMA MARU KOBE (Direct) TUESDAY, 31st December, at Noon.
T. Mura
KUMANO MARU SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE THURSDAY, 2nd January, 1902, at 4 p.m.
E. W. Haswell
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.
A. S. MIHARA, Manager. [13]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION)
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 15th Jan., 1902.
"TAETAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 29th Jan., 1902.
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 12th Feb., 1902.
"ATHENIAN" Comdr. H. Mowatt, R.N.R. WEDNESDAY, 26th Feb., 1902.
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 12th Mar., 1902.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS in a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

* SPECIAL EXTRA SERVICE.
The Company's Steamships "TAETAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage. The "TAETAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
T. E. BROWN, General Agent,
Pender's Street.
Hongkong, 19th December, 1901. [10]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI AND YOKOHAMA.
FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.
VICTORIA 3,502 J. Pantou December 27th.
OLYMPIA 2,837 J. Traubridge January 11th.
GLENFOLK 3,750 W. Frakes February 7th.

THE attention of Passengers

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	STEAMERS	DUE
GLASGOW and LIVERPOOL	On 28th December.	"STEMTOR"	On 3rd January.
GLASGOW and LIVERPOOL	On 3rd January.	"IDOMENEUS"	On 8th January.
GLASGOW and LIVERPOOL	On 8th January.	"TANTALUS"	On 18th January.
GLASGOW and LIVERPOOL	On 18th January.	"AJAX"	On 22nd January.
GLASGOW and LIVERPOOL	On 22nd January.	"PYRRHUS"	On 31st January.
FOR	HOMEWARDS	STEAMERS	TO SAIL
LONDON	On 26th December.	"GLAUCUS"	On 7th January.
LONDON	On 7th January.	"DEUCALION"	On 21st January.
LONDON	On 21st January.	"TELEUS"	On 4th February.
LONDON	On 4th February.	"STEMTOR"	On 18th February.
LONDON	On 18th February.	"IDOMENEUS"	On 4th March.
LONDON	On 4th March.	"AJAX"	On 20th January.
LIVERPOOL DIRECT	On 15th February.	"PATROCLOS"	On 15th February.
LIVERPOOL DIRECT	On 15th February.	"TANTALUS"	On 15th February.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIANG"	On 26th December.
MANILA	"CHINGTU"	On 16th January, 1902.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	"CHINGTU"	On 16th January, 1902.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th November, 1901.

TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)

INAUGURATION OF REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE COMPANY'S WELL-KNOWN STEAMSHIP

"ROSETTA MARU."

Captain Tani, having been placed on the above Service, will be despatched hence for MANILA, TODAY (TUESDAY), 24th instant, at Noon. Magnificent Accommodation. Excellent Table. Comfortable Cabins. Unrivalled Speed. Electric Light.

For Freight and Passage, apply to

AGENTS.
AGENTS.

Hongkong, 18th December, 1901.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW	"DAIGI MARU"	SUNDAY, 29th December.
AND AMOY	"T. KIRANO"	SUNDAY, 5th January.
TAMSAI, VIA SWATOW	"DAIJIN MARU"	WEDNESDAY, 25th December.
AND AMOY	"T. OAKA"	WEDNESDAY, 1st January, 1902.
ANPING, VIA SWATOW	"MAIDZU MARU"	WEDNESDAY, 1st January, 1902.
AND AMOY	"T. SAITO"	WEDNESDAY, 1st January, 1902.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 1st January, 1902.
AND AMOY	"K. SUZUKI"	WEDNESDAY, 1st January, 1902.

The above Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoons at the Customs water-front premises at Tamsai to land all passengers and cargo.

For Freight, Passage, and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 18th December, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORT SAUD AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"OBONSAI" 1902

"AFRIDI" 1902

"HILLGLEN" 1902

"LOWTHER CASTLE" 1902

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 28th November, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AIRLIE."

Captain St. John George, will be despatched as above on THURSDAY, the 9th January, 1902, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th December, 1901.

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN, AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA &c.

S.S. "THYRA" On 26th December.

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, and YOKOHAMA on THURSDAY, the 26th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th December, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above on FRIDAY, the 27th inst., at 4 P.M.

This steamer has superior accommodation for First-class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 21st December, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH-BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the COMPANY will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

OSBERGA, British brig, Densmore.—ORDER

NOTICES TO CONSIGNEES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

THE Company's Steamship

"PAKLING."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th instant, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY, the 18th inst.

DODWELL & CO., LTD., Agents.

Hongkong, 18th December, 1901.

NOTICE TO CONSIGNEES.

STEAMSHIP "ROSETTA MARU."

FROM YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LTD., Agents.

Hongkong, 17th December, 1901.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, AND LONDON.

THE Steamship

"VALETTA."

Captain A. G. Cubitt, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 4th January, at Noon, taking passengers and cargo for the above ports.

Silks and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.

Cargo will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd December, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA."

FROM TACOMA, VICTORIA, YOKOHAMA, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LTD., Agents.

Hongkong, 20th December, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PATROCLOS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 24th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 27th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th December, 1901.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILESA."

Captain Bable, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before Noon, TO-DAY, the 21st inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All damaged, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, General Managers.

Hongkong, 21st December, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex s.s. *Rome* and *Australia*.From Calcutta, ex s.s. *Montali*.From Persian Gulf, ex s.s. *B. I. S. N.* and *P. & S. N. Co.'s* Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 8 A.M. TO-MORROW.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 21st December, 1901.

HONGKONG STEAMERS.

Apenrade, German str., 611, Lorenzen, Dec. 23.

Jobson & Co.

Arratoon Apen, British str., 2,379, Fey, Dec. 17.

David Sassoon, Sons & Co.

Babelsberg, Ger. str., 1,379, Beckmann, Dec. 21.

Order

Brynd, Norw. str., 1,520, Thorsen, Nov. 30.

Doddell & Co., Limited

Chow, German str., 1,055, Masing, Nov. 23.

Butterfield & Swire

Chunshan, British str., 1,282, Jenkins, Dec. 11.

Bradley & Co.

Daphne, German str., 1,290, Schipper, Dec. 20.

Siemssen & Co.

Daybreak, American str., 700, Pratt, Dec. 22.

Chinese

Diamonds, British str., 1,225, Rattenbury, Dec. 23.

Shewan, Tames & Co.

Ellie Nossack, Ger. str., 1,161, Bruhn, Dec. 18.

East Asiatic Trading Co., Limited

Emma, German str., 1,661, Samuelsen, Dec. 21.

Jensen & Co.

Emma Lynken, Ger. str., 1,109, Schall, Dec. 9.

E. A. Trading Co., Limited

Flandria, German str., 1,286, Eichbaum, Dec. 16.

Siemssen & Co.

Fushun, British steamer, 1,457, Lant, Dec. 4.

Chinese

Glen, British str., 1,225, Rafferty, Dec. 20.

McGregor Bros. & Gov

Hallan, French str., 377, Andersen, Dec. 23.

A. R. Marty

Haiching, British str., 1,276, Davis, Dec. 22.

Douglas Laprak & Co.

Hans Menzell, German str., 1,649, Nebinger, Dec. 9.

E. A. Trading Co., Limited

Heinrich Menzell, Ger. str., 989, Duff, Dec. 12.

East Asiatic Trading Co., Limited

Hikok, Mar. str., 2,302, Hallstrom, Dec. 15.

Mitsui Bussan Kaisha

Hao, French steamer, 704, Godinau, Dec. 9.

A. R. Marty

Ladravelli, British str., 3,162, Craven, Dec. 16.

Butterfield & Swire

Iyo Maru, Japanese str., 3,918, Parsons, Dec. 15.

Nippon Yusen Kaisha

Kawachi Maru, Jap. str., 2,997, Thompson, Dec. 23.

Nippon Yusen Kaisha

Keonswat, German str., 1,115, Riegen, Dec. 23.

Melchers & Co.

Lennox, British str., 2,361, Williamson, Dec. 20.

Dodwell & Co., Limited

Maidaur Maru, Japanese str., 667, Saito, Dec. 22.

Mitsui Bussan Kaisha

APIOL & STEEL PILLS

A Remedy for all irregularities, superinduced liver action, biliousness, &c.

Solely by

A. S. WATSON & CO., LTD., HONGKONG.

MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

[3139]

SAVARESSE'S SANDAL CAPSULES

Not made of Guttai, most efficacious, because absolutely pure English Oil.

Full directions. All Chemists.

Sayaresse's Pure Copiba Capsules.

[2618]

SANITAS

NON POISONOUS. DOES NOT STAIN. DISINFECTANT, ANTISEPTIC, AND DEODORANT.

APPROVED HEALTH BY AMERICAN MEDICAL SOCIETY.

THE SANITAS COMPANY LIMITED, 25, ABINGDON STREET, LONDON, E.C.

